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CENTRAL INTELLIGENCE AGENCY

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COUNTRY Germany (Russian Zone)

SUBJECT DDR Railway Information

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1. Increased shipments of tank cars to the Polish petroleum products corporation have been going via Angermünde to the free port of Stettin.
2. A fifteen kilometer stretch of track lying between Dörröhrschorf and Weissig-Bühlau has recently been dismantled. The work was done by a 130-man brigade from Riesa. Rails, ties, signal standards and all other equipment were removed. Once double-track, the first track was lifted during the early dismantlings of 1946-1947.
3. Near the station of Berlin-Lichtenberg, 4,500 car axles, capable of being adjusted to standard European gauge or to wide Russian gauge track, have been stored. These were ordered by the Reichsbahn main office to be transported to Brest-Litovsk and Insterburg by 10 May 1951. No report has yet been received as to whether the shipment was carried out on schedule. Flatcars and coal cars, each loaded with ten axles, were to be used.
4. Between 26 March and 24 April 1951, approximately 10,000 carloads of grain and about 800 carloads of meat and butter arrived in the DDR from the Soviet Union, via Frankfurt/Oder.
5. The railway car building plant in Görlitz has built ten passenger coaches, capable of being converted to hospital cars for the Soviets. An order for another ten is still to be filled.
6. Thirty-six double-deck coaches are also being built at Görlitz. These are intended for use in transporting personnel employed in the Aue mining area.
7. Between 16 and 28 April a conference was held in Warsaw to settle questions of railway car exchanges, demurrage and other charges. The meeting was attended by representatives of the East Bloc nations. Representing the DDR were (fnu) Lange, (fnu) Hüsken, (fnu) Hellborn, and a member of the freight rate commission.
8. The deputy director-general of the Reichsbahn, Lehmann, is having political difficulties. It has been revealed that he was a member of

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the NSDAP and, during the war, had engaged in the persecution of non-Germans in the Sudetenland. (Fnu) Lailach, from Erfurt, has been assigned as an assistant to Lehmann.

9. The SCC has ordered the Reichsbahn to procure and deliver 156,000 tons of scrap iron during the first half of 1951.
10. The Reichsbahn has announced that no vacations will be permitted between 20 July and 25 August 1951.
11. The total number of SS cars (extra heavy flatcars) of all specifications belonging to the Reichsbahn stood at 842 as of 15 April 1951.
12. Work on the southern by-pass of the Berlin outer freight ring is being rushed. It is expected that the section between Mahlow and Grünau will be completed by the end of June 1951.
13. The 1951 investment plan for the area embraced by RBD Berlin provides for Reichsbahn improvements as follows. (The sums of money involved are indicated for only a part of the projects listed):
 - a) RAW Berlin-Warschauer Strasse - DM-204,000.
 - b) RAW Brandenburg - DM-616,000.
 - c) RAW Potsdam - DM-234,000.
 - d) Construction of water station, of 100 cubic meters capacity per hour, at Neuruppin - DM-450,000.
 - e) Replacing track and switches throughout the district - DM-1,545,000.
 - f) Track expansion as indicated:

Jüterbog	1.0 kilometers
Wustermark	16.0 "
Seddin	15.0 "
Frankfurt/Oder	5.5 "
Küstrin	4.5 "
 - g) Roadbed construction and track laying on the Rathenow - Lübben line, of which 30 kilometers remain to be completed.
 - h) Completion of the south by-pass on the Berlin outer freight ring.
 - i) Construction of two new connecting links at Jüterbog as shown:

Joining line to Belzig	1.5 kilometers
Joining line to Falkenberg	3.0 "
 - j) Completion of double track Jüterbog - Wittenberg line.
 - k) Construction on Velten - Leegebruch line.
 - l) Completion of double track between Wiesenburg and Belzig - DM-193,000.
 - m) Improving and strengthening the stretch between Treuenbrietzen and Belzig.
 - n) Reconstruction of Reitwein-Küstrin-Kietz line.
 - o) Restoration of the following bridges, ordered ready for use by the fourth quarter of 1951:

Havel Bridge at Rathenow
Canal Bridge Odersee, between Frankfurt/Oder and Guben.

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Canal Bridge Sakrow-Paretz, between Wildpark and Nauen
 Lehnitz Bridge, between Berlin and Oranienburg
 Oder Bridge, at Küstrin
 Oder Bridge, at Frankfurt/Oder.

14. As of 15 April 1951, the Reichsbahn had locomotives standing in reserve as follows:

Locomotives Under Control of the Reichsbahn General Headquarters:

<u>Location</u>	<u>Passenger Engines</u>	<u>Freight Engines</u>
RBD Berlin	6	55
RBD Cottbus	2	34
RBD Dresden	6	52
RBD Erfurt	5	60
RBD Greifswald	2	24
RBD Halle	3	67
RBD Magdeburg	2	66
RBD Schwerin	2	42
	<u>30</u>	<u>400</u>

Locomotives Under Control of the Reichsbahn District Headquarters:

<u>Location</u>	<u>Passenger Engines</u>	<u>Freight Engines</u>
RBD Berlin	4	10
RBD Cottbus	2	6
RBD Dresden	4	20
RBD Erfurt	4	23
RBD Greifswald	1	5
RBD Halle	3	19
RBD Magdeburg	1	10
RBD Schwerin	1	7
	<u>20</u>	<u>100</u>